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"HONGKONG TELEGRAPH"  
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# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 348

日十初月四年二十二精光

FRIDAY, MAY 22, 1896.

五拜禮 號二十二月五英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital .....\$10,000,000  
Reserve Fund .....\$5,100,000  
Reserve Liability of Proprietors.....\$10,000,000

COURT OF DIRECTORS:  
A. McOWEN, Esq., Chairman.  
St. C. McOWEN, Esq., Deputy Chairman.  
Hon. J. J. Bell-Irving, Esq.,  
G. B. Dodwell, Esq.,  
M. D. Ezekiel, Esq.,  
R. M. Gray, Esq.,  
D. R. Sassoon, Esq.,  
R. Shaw, Esq.,  
N. A. Slobe, Esq.

CHIEF MANAGERS:  
Hongkong—T. JACKSON, Esq.  
Shanghai—J. P. WARD, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per Cent.  
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
T. JACKSON,  
Chief Manager.  
Hongkong, 15th February, 1896. [31]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1895. [32]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital .....\$1,000,000  
Subscribed Capital .....\$500,000

### HEAD OFFICE—HONGKONG.

Court of Directors:  
D. Gillies, Esq.,  
H. Stotteliff, Esq.,  
Chan Kit Shun, Esq.,  
Chow Tung Shing, Esq.,  
Kwan Hoi Chuen, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.  
Hongkong, 23rd October, 1895. [17]

### THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL .....\$1,500,000  
SUBSCRIBED .....\$1,125,000  
PAID-UP .....\$662,500

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT  
ACCOUNTS at the rate of 2 per cent.  
per annum on the Daily Balance.

On New Fixed Deposits:  
For 12 months .....4 per cent.  
" 6 " .....3 1/2 " "  
" 3 " .....3 " "

J. W. R. TAYLOR,  
Manager, Hongkong.

Hongkong, 18th December, 1895. [8]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP .....\$800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS .....\$800,000  
RESERVE FUND .....\$325,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.  
" 6 " .....3 1/2 " "  
" 3 " .....3 " "

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 16th September, 1895. [13]

## Intimations.

### OLIVERS FREEHOLD MINES, LIMITED.

AN ISSUE of B SHARES is offered to the  
Registered Shareholders of the above  
Company in proportion to the B Shares for  
every Share they hold. Every Shareholder on  
the Register on THURSDAY, the 23rd instant,  
will be entitled to an allotment of one B Share  
for every Share, whether A or B, registered in  
his name. All applications must be made on  
forms for the purpose, which may be obtained  
at the HONGKONG AND SHANGHAI BANKING  
CORPORATION on and after the 23rd instant,  
and must be filled up and lodged with that Bank  
on or before THURSDAY, the 29th May next,  
together with a sum of ONE DOLLAR for every  
Share applied for as a first instalment. A  
Receipt will be given, which must be forwarded  
to the COMPANY in charge for Scrip. No  
further call will be payable in respect of these  
Shares without at least two months' notice.

The SHARE REGISTER will be CLOSED  
from THURSDAY, the 23rd instant, to THURS-  
DAY, the 7th day of May following, both days  
inclusive, during which period no Transfer of  
Shares can be made.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 15th April, 1896. [164]

### MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-  
plete Studio Premises, to deliver, on a temporary  
basis, ALL PHOTOGRAPHIC ART PRACTICES  
in the Colony or in any part of the Far East.

GROUPS AND VIEWS  
a specialty.

Hongkong, 22nd September, 1895.

## Insurances.

### THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to  
refer to its FUNDS, annually increasing,  
amount to £3,000,000. The premiums are  
moderate; and all modern features consistent  
with safety have been adopted.

For Particulars and Rates,  
Apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 2nd March, 1896. [454]

### THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1821.

CAPITAL .....\$1,000,000  
TOTAL FUNDS AND SECURITY.....\$2,450,053  
Net Annual FIRE PREMIUM.....\$757,478

HAVING been appointed AGENTS of the  
above Company we are prepared to  
accept EUROPEAN and CHINESE RISKS at  
CURRENT RATES.

HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 2nd January, 1896. [39]

### EMPIRE ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have this Day been appointed  
AGENTS, and are prepared to accept  
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,  
Hongkong, 28th April, 1896. [742]

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.,  
Hongkong, 28th May, 1895. [34]

### GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000 } \$833,333.33.  
EQUAL TO .....\$833,333.33.  
RESERVE FUND .....\$318,000.00.

BOARD OF DIRECTORS.  
Lau Sing, Esq.,  
Lau Tso Shun, Esq.,  
Lo Yue Moon, Esq.,  
MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken  
at CURRENT RATES to all parts of the  
World.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 19th December, 1895. [43]

### NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.

CAPITAL SUBSCRIBED .....\$1,000,000

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all parts of the world  
payable at any of its Agencies.

CHAU TSEUNG FAT,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.

Hongkong, 24th May, 1896. [247]

## Intimations.

### INSURANCE HOLIDAY.

THE Undersigned INSURANCE  
OFFICES will be CLOSED for the  
Transaction of Public Business on MONDAY,  
the 25th instant (WEST MONDAY):—

JARDINE, MATHESON & CO.,  
General Agents,  
CANTON INSURANCE OFFICE, LD.

General Managers,  
HONGKONG FIRE INSURANCE CO., LD.

N. J. EDE,  
Secretary,  
UNION INSURANCE SOCIETY OF  
CANTON, LD.

L. KENNARD DAVIS,  
Acting Agent,  
NORTH-CHINA INSURANCE CO., LD.

E. W. MANTLAND,  
Acting Secretary,  
CHINA TRADING INSURANCE CO., LD.

SHEWAN & CO.,  
Agents,  
YANKEE INSURANCE ASSOCIATION, LD.

GEORGE L. TOMLIN,  
Acting Secretary,  
CHINA FIRE INSURANCE CO., LD.

Wm. MACBEAN,  
Manager,  
THE STRAITS INSURANCE CO., LD.

Hongkong, 20th May, 1896. [244]

## NOTICE.

A SPECIAL SESSION of HER  
MAJESTY'S JUSTICES of the PEACE  
will be held in the JUSTICES' ROOM, at the  
MAGISTRACY, at 10 o'clock in the Afternoon of  
WEDNESDAY, the 29th day of May, A.D.  
1896, for the purpose of considering an applica-  
tion from one ELIZABETH GOLDBERG for the  
Transfer of her Publican's Licence to Sell  
and Retail Intoxicating Liquors on the Premises  
situate at houses Nos. 90 and 92, Queen's Road  
West, under the sign of THE WESTERN HOTEL,  
to one FITZROY INGLEDEW FRANCIS  
BEDFORD.

Wm. C. H. HASTINGS,  
Magistrate, Acting Police Magistrate.

Hongkong, 15th May, 1896. [245]

### PETER DAWSON'S SCOTCH WHISKY.

THE WELL-KNOWN BRAND.

PREFERENCE. SPECIAL.  
EXTRA SPECIAL.

Apply to  
H. H. KIRCH & Co.,  
Sole Agents.

Hongkong, 1st May, 1896. [171]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON .....Ceylon .....C. E. Baker .....About 29th May.....Freight or Passage.

JAPAN, &c. ....Aden .....R. E. L. Hill, R.N.R. ....About 30th May.....(Freight or Passage,  
(Passing through the  
Inland Sea.)

SHANGHAI.....Kaiser-i-Hind .....C. L. Daniel .....About 31st May.....Freight or Passage.

LONDON, &c. ....Mitsubishi .....J. R. London, R.N.R. ....About 4th June.....See Special  
Advertisement.

JAPAN .....Anson .....W. D. Mullis .....About 5th June.....(Freight or Passage,  
(Passing through the  
Inland Sea.)

LONDON .....Maudslayi .....R. L. Haddock, R.N.R. ....About 15th June.....Freight or Passage.

For Further Particulars, apply to  
H. A. RITCHIE, Superintendent.

Hongkong, 2nd May, 1896. [431]

# BILLIARDS

AT H.E. HOTEL.

THREE PRIZES.

## FRESH DAIRY BUTTER

the product of the PRINCE OF WALES DAIRY, COMPANY, India. This

BUTTER is guaranteed PURE and of THE FINEST QUALITY.

THE HONGKONG BUTCHERY,  
CENTRAL MARKET.

PRICE, for Single 1 lb. tin .....60 Cents.

Hongkong, 5th May, 1896. [49]

## SPECIAL NOTICE.

WE are now offering the balance of our Stock of LADIES

DRAPERY and GENTLEMEN'S OUTFITTING

Furnishing Goods, Bedsteads, &c., &c.

At Half-price for CASH.

FOR ONE WEEK ONLY.

## HONGKONG TRADING CO.,

1, 3 & 5, D'AGUIAR STREET.

Hongkong, 18th May, 1896. [184]

## MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,  
"Excelsior," HONGKONG.

A. B. C. Code. No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN  
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 5 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in  
PRIVATE DINING ROOM.

For further Particulars apply to  
THE MANAGER,  
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1896. [128]

## THE PHARMACY.

TANSAN, TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 2 per cent. more IRON CARBONATE  
than any Water known under the name.

Sole Agents for HONGKONG and SOUTH OF CHINA:—

FLETCHER & CO.  
and  
CARMICHAEL & CO.

605]

### CARBOLEUM-AVENARIUS

USED FOR 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus,  
Rot and Dampness.

Sole Agents for China,  
SHEKILL & Co.

Hongkong, 15th May, 1896. [181]

### HONGKONG TIMBER YARD, WANCHAI.

REGIONS FINE SPARS and LUMBER  
Always on Hand.

L. MAILLOUX,  
Manager.

Hongkong, 24th June, 1896. [160]

## Intimations.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING

COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.

ESTIMATES given for work finished complete.

Hongkong, 13th May, 1896.

W. JACKSON, Manager.



## BRANDIES.

C. M. & Co. SPECIALLY SELECTED (our own bottling).

"HENNESSEY" First Quality, bottled by C. M. & Co.

HENNESSEY \*\*\* & EXSHAW No. 1.

VERY OLD FINEST LIQUEUR B.B.

OLD PALE BRANDY, 1870, R. G. & Co.

CH. TANUNDA (Australian).

CALDBECK, MACGREGOR & Co.,  
WINE and SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 12nd May, 1896.



"CLUB" WHISKY,

\$1 PER DOZEN.

"SPECIALLY SELECTED" WHISKY,

\$10 PER DOZEN.

"S P H I N X"

\$9 PER DOZEN.

## GANDE PRICE & CO.,

WINE AND SPIRIT MERCHANTS,

No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 22nd May, 1896. [420]

## FOR SALE.

### G. H. MUMM & CO'S CHAMPAGNE.

In cases of 6 doz. plates .....\$55 per case.

do. 1 doz. quarts .....\$35 "

Hongkong, 13th May, 1896.

SHEWAN & Co.,  
Agents.

## LANE, CRAWFORD & CO.

GENERAL STORE-KEEPERS AND COMMISSION AGENTS.

SHIPCHANDLERY DEPARTMENT.

SIR CHAS. PRICE & Co's ENGINE and CYLINDER OILS.

ENGLEBERT'S CYLINDER OIL.

CRANE'S CYLINDER OIL.

VALVOLINE, CASTOR OIL, &c., &c.

TUCK'S GENUINE PATENT PACKING.

ASBESTOS PACKINGS of all kinds.

PARAGON PATENT PACKING.

ROPE, CANVAS, &c.

HUBBARD'S PAINTS and VARNISHES.

HOLZAPFEL'S PATENT COMPOSITION, ANTI-CORROSION and ANTI-FOULING, for  
STEEL VESSELS.

SOAPSTONE ENAMEL COMPOSITIONS for HOLD, BUNKERS and TOP-SIDES.

FRESH WATER SUPPLIED.

LANE, CRAWFORD & CO.

Hongkong, 4th February, 1896. [173]

## EXPLOSION IMPOSSIBLE.

### JASTRAM'S PATENT

GOLDEN MEDAL

## PETROLEUM ENGINES

OF 2 TO 15 H.P.

FOR FACTORIES and LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELER & CO., HONGKONG,

SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST  
ARTICLE AT A LOW PRICE.

THAT IS WHY WE ARE INTRODUCING

BRAUN'S "EXPORT" BEER

PRICE—

\$10.50 per Case of 6 dozen Pints. \$12.50 per Case of 4 dozen Quarts.

Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.

Head Office—4, D'Aguiar Street, Hongkong.

For prices and terms apply to  
THE MANAGER.

Hongkong, 22nd



Today's  
Advertisements.HONGKONG RIFLE ASSOCIATION.  
COMPETITION.

THE SHORT RANGE CUP AND SPOONS will be shot for TO-MORROW (SATURDAY), the 23rd instant, over the 200 and 300 yards distances on the POLICE RANGE, KOWLOON, under usual conditions. Firing to commence at 2.45 P.M.

F. SMYTH,  
Honorary Secretary.  
Hongkong, 22nd May, 1896.

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the Year 1895, at the Rate of FIFTY CENTS per Share (or Five per Cent. on the Capital of the Company), will be PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 22nd instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply at the COMPANY'S OFFICE for their WARRANTS. The DIVIDEND will also be PAYABLE at the HONGKONG AND SHANGHAI BANK, Shanghai, on presentation of WARRANTS there, on and after the same date.

By Order,  
A. H. MANCELL,  
Secretary.  
Hongkong, 22nd May, 1896.

## BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875 the Undersigned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 25th (WHIT MONDAY) and on THURSDAY, the 28th instant, the day appointed in this Colony for the celebration of the Anniversary of the Birthday of HER GRACIOUS MAJESTY THE QUEEN.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

J. W. R. TAYLOR,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. SIMON,  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG.

CHANTREY INCHBALD,  
Manager.

Hongkong, 22nd May, 1896.

## NOTICE.

DURING my Temporary Absence from this Colony, I have appointed Mr. A. E. ALLEMAO, of No. 9, D'Aguiar Street, to Sell the SINGER SEWING MACHINES in HONGKONG.

H. E. BOTTLEWALLA,  
Sole Agent in South China.

For the SINGER SEWING MACHINES in HONGKONG.

Hongkong, 22nd May, 1896.

## SERRAVALLO'S

## FERRUGINOUS QUININE.

## THE GREAT AUSTRIAN TONIC

## OF

## PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & Co.

Hongkong, 22nd May, 1896.

## ZETLAND LODGE.

No. 525, E.C.

AN EMERGENCY MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 26th instant, at 5 for 6.30 precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 22nd May, 1896.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

## THE Company's Steamship.

"FARKLING."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on MONDAY, the 21st June, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, the 30th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th instant will be subject to rent.

Optional Cargo will be forwarded—unless notice to the contrary be given before Noon TO-MORROW.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co., Agents.

Hongkong, 22nd May, 1896.

## "BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

## THE Steamship.

"BENALDER."

Captain Thomson will be despatched as above early in June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd May, 1896.

To-day's  
Advertisements.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

## THE Steamship.

"SUNGKIANG."

Captain C. B. N. Dodd, will be despatched TO-MORROW, the 23rd instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd May, 1896.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

## THE Steamship.

"TSINAN."

Captain Ramsay, will be despatched TO-MORROW, the 23rd instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd May, 1896.

## NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

## THE Chartered Steamship.

"KNIGHT OF ST. JOHN."

Captain A. I. Billett, will be despatched as above TO-MORROW, the 23rd instant, at 5 P.M.

For Freight, apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, 22nd May, 1896.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

## THE Steamship.

"NANCHANG."

Captain Finlayson, will be despatched on TUESDAY, the 26th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd May, 1896.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

## THE Company's Steamship.

"KWONGSANG."

Captain Stalker, will be despatched as above on SATURDAY, the 30th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 22nd May, 1896.

## JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

## PROPOSED SAILINGS.

(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

## FROM HONGKONG.

S.S. *Federatien* ... To JAVA ... 1 May.

S.S. *Germania* ... To JAVA ... 1 June.

S.S. *Cassius* ... To JAVA ... 1 July.

S.S. *Cassius* ... To JAPAN ... 1 June.

S.S. *Federatien* ... To JAPAN ... 1 July.

S.S. *Germania* ... To JAPAN ... 1 August.

General Agents for China & Japan, LAUTS, WEGENER & Co.

Rangoon, 22nd May, 1896.

## "RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, ANTWERP, BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA PORTS, MEDITERRANEAN AND BLACK SEA PORTS.)

## THE Company's Steamship.

"DEIKE RICKMERS."

Captain Selgel, will be despatched as above on FRIDAY, the 23rd June.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 22nd May, 1896.

## Intimations.

## DAKIN, CRICKSHANK &amp; COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

## SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERBURY'S made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, Messes and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 22nd May, 1896.

## Intimations.

## A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "X" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

## A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, MAY 22, 1896.

## TELEGRAMS.

(Special to Hongkong Telegraph.)

RUSSIA IN KOREA.

THE KING TO RETURN TO HIS PALACE ON THE 17TH JUNE.

ASKS FOR 3,000 COSEACKS.

SHANGHAI, 22nd May, 3.40 P.M.

It is reported from Seoul that the King has asked the Russian Minister to procure 3,000 Cossacks for his protection, in which case he proposes to return to his palace on the 17th proximo.

## NEW ADMIRAL FOR KWANGTUNG.

By an Imperial edict issued on the 18th inst., General Ho Chang-ting is appointed Admiral of Kwangtung Province, vice General Cheng Shu-chuen, lately deceased.

## REUTER'S MESSAGES.

THE TRANSVAAL.

COMMUNITION OF THE SENTENCES ON THE RAND REFORMERS.

LONDON, May 20th.

The Transvaal Executive has temporarily commuted the death sentences to fifteen years' imprisonment pending a further revision of the judgment next week. The remainder of the sentences have been variously commuted to terms of imprisonment from three to twelve months. Nine of the prisoners have been acquitted. The sentences of fines have been upheld and those of banishment retained, provided the delinquents pledge their word of honour not to interfere with Transvaal politics in future.

## (From Japanese Papers).

## THE EMIGRATION TO KOREA.

TOKIO, May 11th.

An Imperial Ordinance is published in the Official Gazette forbidding Japanese subjects to go to Korea without first obtaining a permit from the consular (or local) office of the district to which they belong. Civil and military officers appointed to the service of the Government are excepted from this regulation. Failure to comply with it on the part of other persons renders them liable to imprisonment for a term of not less than six months or more than a year, as well as to a fine ranging from 20 yen to 200 yen.

## A SHIMPO PUBLICATION PROHIBITED.

TOKIO, May 11th.

The Home Department has announced that the publication of an advertisement sheet of a magazine which was to be issued by the Shimpo party at Kyoto has been prohibited, for the reason that its circulation would tend to disturb the public peace.

## MALAYAN FEVER AT TAKAMATSU.

TAKAMATSU (SANUKI), May 11th.

There are more than 400 persons suffering from malaria here. Measures are being adopted to prevent the spreading of the epidemic.

## THE PLAGUE AT ANPING.

TOKIO, May 11th.

The authorities at Anping have been officially informed that on account of the outbreak of the bubonic plague at that port transports will cease to call there until further notice.

## TEA CULTURE AND FROSTS.

TOKIO, May 11th.

Telegrams received at the headquarters of the Tea Dealers' Guild state that in the prefecture of Salsama the tea plants since the 8th instant have been seriously injured by frosts.

In Gifu, growers began to gather leaves at the beginning of the month, but frosts on the 5th and 6th have put a stop to operations.

## LOCAL AND GENERAL.

THE hearing of the arson case before the special jury and Chief Justice was continued to-day and adjourned until to-morrow.

THERE were fourteen cases of plague to-day—two in the city, two at Shek-ki-wan, five in Kowloon, and five from the harbour.

THE military manoeuvres for the paveling of the Jubilee Statue next Thursday were rehearsed this morning, when nearly 2,000 troops paraded.

MR. J. J. FRANCIS, Q.C., this afternoon addressed the members of the Hongkong Branch of the Navy League on the objects and progress of the League. Mr. A. Coxon presided and in introducing the speaker announced that the Branch now numbered 103 members.

AN official telegram received from Formosa a few days ago, announces that black plague has made its appearance in Anping. Of 26 persons attacked, 19 have died. Stringent measures to prevent the spread of the disease have been adopted by the local board of health.

THE Postal Authorities notify that Monday, the 25th inst., being Whit Monday, the Post Office will be closed, except from 8 to 9 a.m. Correspondence for the Peak and Kowloon may be posted up to 9 a.m. The Night Box will be left open. The Money Order Office will be entirely closed.

It is proposed in Bangkok to cut a short ship canal through the Lat Pau Peninsula, where the river takes a bend of ten miles and returns to within half a mile of its own course. The canal can be cut at very little cost, and a small tax on vessels using it will soon recoup the Government for any outlay, while the steamers will save more coal than will pay the canal dues.

FOLLOWING the lead of the Northern capital, Nanking, too, is to have a school of foreign languages. Four European professors are to be engaged, one each of English, French, German, and Russian. If reports are to be credited this scheme is to be inaugurated at once and buildings are to be erected on the site of the Tung-Wen-Kwan in the northern part of the city.

THE German military officers now at Nanking, who while drawing high salaries have no duties, have been occupying their spare time exploring the district. They are reported to have found a few veins of copper near the city, while there are numerous traces of iron ore all over the district. A coal mine has been located, and rumour says official permission will shortly be granted to work it.

TWO privates of the Rifle Brigade were this morning found guilty of robbing a drunken sailor in the Hongkong Hotel bar last night. Detective Holt, happening to look in when the pair were going through the helpless stranger, caught them red handed. The principal was given three months' imprisonment and the accomplice one month. The sailor was fined \$1 for being drunk and incapable.

WRITES the Kiochiang correspondent of the N. C. Daily News:—The news that steam tug-boats are soon to run on the Poyang Lake from Kiochiang to the provincial capital, Nanchang, has produced considerable stir in native circles here and at the capital. Such a radical departure from ancient custom has aroused some opposition, especially among the junk owners, who fear that this innovation will reduce their cargo rate and lessen their profits. These worthies have represented their grievances in petition to the Governor, praying him to interfere and protect their interests. It is said that the Governor exhibited scant sympathy for these short-sighted requests, but on account of the number of the petitioners and the power of their guilds he is obliged to temporize. The directors of the new company consider their project sufficiently endangered to send one of their number to interview the Governor, and he has now proceeded thither for that purpose. It is to be hoped that the company will win, as the new departure will be an entering wedge for the subsequent running of passenger and freight steamers to tap the fertility and resources of central Kiangsi. The innovation will not be so startling as is generally supposed, for steam-launches and mandarin boats are now frequently seen running up and down the lake. Kiangsi is a province of immense wealth, exporting rice, tea, porcelain, paper, and glass-ware. The population is sufficiently great to purchase vast quantities of foreign products, should facilities for inexpensive transport be inaugurated and the present excellent system of Imperial Maritime Customs transit passes be generally adopted and enforced. An inviting and lucrative field here waits for those who have sufficient enterprise and patience to enter and occupy it. The Poyang Lake is navigable at all seasons of the year, as are also the numerous rivers running into it, for vessels of light draught, for a considerable distance from the lake. Communication could be kept up all the year round with the capital, the population of which is at least 600,000. An immense trade is done here alone in exporting rice to the cities of the Yangtze valley; while the trade from the neighbouring cities, in paper from Wuchow, in tea from Hing, in porcelain from Chingcheb, and in silk from various parts of the province, is of national, if not world-wide, celebrity.

An idea for some Hongkong cyclists who don't like hills. The richha coolies of Yokohama have devised a "push-stick," a bamboo with a fork that fits under the saddle, to help elderly wheelers up the hills.

AMBIGUOUS.—The Bishop (to young widow): "My sister, I dare say you find comfort in the thought that you made your husband happy while he lived." Young Widow: "Yes. Poor Jack was in heaven till he died."

THE wonderful facility the Chinese have in earthworks is being admirably illustrated outside the Wei-tai just now, says our Tientsin contemporary. Some 4,000 troops are deepening the trench at a rate which makes the ground-risers of the Concession green with envy.

There is a local tradition that the catfish Wei-tai was made by Sam Colliass's soldiers (Sankoo-lin-shin, the Tartar-General appointed to keep on the Allies in 1860-1), in eighteen days. After seeing the methods and the capital organization of the men during the last few days, the tradition really becomes more or less credible, although there must be nearly 20 miles of rampart and ditch in the entire work.

THE Naval Construction Company have at present only three commercial orders in hand, the building of two *Clan* liners, one of which was recently launched, and the tripling of the *Clan* *Sheldrake*. They are, however, fairly busy on Admiralty work. The Devonshire Dock at Barrow, where all steamers receive their engines and boilers, is a brisk scene at present, because the first-class cruiser *Powerful* and the second-class cruiser *Yarrow* and *Doris* are lying abreast in various stages of completion.

By the end of June the *Powerful* will be ready to leave Barrow on her trial, and the *Yarrow* will soon afterwards be completed. The Company have on hand in the building yard the first-class cruiser *Nisus* and two of the 30-knot torpedo-boat destroyers.

AFTER a long delay the Italian Naval Minister, seeing that the dockyards are getting empty, has recently chosen the types of two new vessels to be built. The first is an armoured cruiser, which will be the longest vessel of the Italian fleet, measuring 410 feet in length, by over 65 feet beam. The draught will be 15 feet, enabling her to pass the Suez Canal; her displacement will be 10,500 tons, and she is to attain a speed of twenty-three knots, her engine-power being 13,000 horse-power. The other is a much smaller vessel, representing a modification of the *Arctura* and *Copra* type. Her displacement is to be 3,100 tons, and her length 175 feet, by 26 feet beam. With an engine of about 7,000 horse-power, this vessel is expected to run twenty-two knots an hour, a speed never before attained by a vessel of this class.—*La France Militaire*.

THE Shipping Bounty Laws in France have not stimulated shipbuilding in that country to anything like the extent that was anticipated. It is stated that a sailing-ship costs 3 per cent. more to build in France than in England. A French-built steamer of 2,200 tons gross would earn a bounty of 2,200 francs for every 1,000 miles sailed in the first year, so that if the steamer sailed 10,000 miles she



stock-in-trade was damaged by dirty water from the veranda, the other that he received abuse from this P.C. 103. As far as I can see neither of them has been answered.

The Acting Captain Superintendent of Police is much to be regretted that persons are so fearful about giving evidence which would materially assist the Board to get at the real truth. I should like to see more persons thoroughly sifted, but if evidence is not forthcoming I cannot suggest any alteration in the President's proposed reply. I fear there must be grounds for some of these complaints, and I submit that an effort should be made to induce persons to come forward and give evidence. As far as P.C. 103 is concerned I can state that he came before me immediately after Mr. Danby's letter appeared in the papers and stated that he could not satisfactorily answer all the charges alleged against him. I informed him that the case would be dealt with by the Sanitary Board. The constable has a clean default sheet and bears a good character.

The President.—When persons allege that certain facts have been within their personal knowledge one expects to find that their statements concerning them are something more than mere hearsay, and in view of the inquiries made I consider the charges made against certain of the Board's officers are most unjustifiable and contemptible.

A minute was read stating that Dr. Clark assured the Board that, as far as practical, every consideration was shown the owners and occupiers of houses and that as little damage as possible was done consistent with the prompt and thorough cleansing and disinfecting of the premises, and that the Board did not admit that any unnecessary damage had been done.

Capt. Leithbridge moved "That the Colonial Secretary be requested to furnish the Board with the opinion of the legal advisers of the Crown as to whether any legal steps should be taken with a view to obtaining redress for the apparent misrepresentation made against the Board and its officers in Mr. Danby's letter."

The President thought this letter contained accusations against the Board as a whole and against its officers, and though he would be the last to say any word to call the rights of anybody who had just complaints to make to come forward and make them to the Board, and in such a case would encourage the fullest investigation, he had to protest against persons writing to the public newspapers stating that they knew facts of their own personal knowledge, which, upon investigation, appeared to be mere repetition of what others had told them. There was a good deal in this letter which certainly Mr. Danby did not say, as his letter seemed to imply he did. Mr. Danby had reported certain matters to him, which Mr. Danby objected to being made public but which had been circulated confidentially amongst the members of the Board, and the members would see from these papers that the information Mr. Danby sent was information that was told him and not what he ascertained to be fact or saw or knew from his own personal knowledge. With these few remarks he begged to record the resolution.

Mr. Edie.—I did not say anything in that letter to the Press against the Board, against officers of the Board most certainly.

The President read the last paragraph of Mr. Danby's letter.

Mr. Edie.—That is scarcely an accusation against the Board.

Capt. Leithbridge said these allegations were felt by the police, who, he believed, had been doing the utmost to carry out their duties conscientiously in the matter. Constable Gourlay had asked that his conduct should be thoroughly enquired into. He felt the slur cast upon him in Mr. Danby's letter.

Mr. Edie said Mr. Danby said he saw certain things; would not the better course be to get Mr. Danby to bring up his witness and have the matter investigated just as if it were before a Court? Mr. Danby said distinctly he saw certain things done. That was one witness, and there must have been other people there; the man who complained must have had servants of his own. They should be made to come forward and prove their case. He believed Mr. Danby was acting in good faith, and he should be very sorry.

Dr. Atkinson.—He certainly brings certain charges against certain of the Board's officers. Mr. Edie—I cannot agree with a resolution like that. That letter was sent in good faith. If a man is to be called upon by the Crown Solicitor to explain his conduct we will never get any information. I have heard many complaints, and I am sure they can be proved or disproved; but I think people should be encouraged to bring these matters to the notice of the Board.

Capt. Leithbridge.—It is most unfortunate that Mr. Danby wrote to the Press.

The resolution was thereupon put to the meeting. Three voted for the resolution.—The President, Capt. Leithbridge, and Dr. Atkinson, and one against, Mr. Edie.

The Board then took up the consideration of a reply to the Colonial Secretary's communication, which was finally resolved should be sent in the following form, Mr. Edie, who objected to the final paragraph, being the only member to vote against it:—

Sir,—I am directed to acknowledge the receipt of your letter No. 775 of the 15th inst., enclosing a letter that appeared in the *China Mail*, under the heading "Cleansing of the City," dated the 14th May, and over the signature of "Mr. W. Danby."

This letter purports to advert to the "crusade" now being waged against illegal cocklofts and sub-tenements in this city by the officials of the Sanitary Board and to contain a plain statement of facts which have come under Mr. Danby's personal knowledge since Friday, the 6th inst.

Before dealing with the alleged facts I have to point out that no crusade is being waged by the officials of the Sanitary Board against illegal cocklofts and sub-tenements in particular.

The efforts of the officials of the Sanitary Board during the last few months, owing to the unfortunate reappearance of the bubonic plague, which at one time threatened to assume alarming proportions, have been mainly directed against the state of filth that was found to exist in many houses in the city and the obstructions of windows and ventilating openings preventing, and in many cases practically entirely preventing, the free access of air and light into the dwellings.

The Board were convinced that the prompt adoption and prosecution of measures to remedy this state of affairs were the only practical means of arresting the progress of the disease, and the material reduction in the number of cases recently occurring in the city certainly tends to strengthen such conviction.

enquiry as to alleged damage done to his clients' cargo and stock-in-trade is not practicable. Dr. Clark assures the Board that as far as practicable under the circumstances every consideration has been shown to the owners and occupiers of premises and as little damage done as is consistent with the prompt and thorough cleansing and disinfection of the premises, and the Board does not admit that any unnecessary damage has been done.

The next alleged fact is that the "gang" pulled down legal cocklofts and allowed illegal ones to remain.

It appears that Mr. Danby does not know what cocklofts are legal and which are illegal, but the Board at once admits that whether the special provisions of the Ordinances regarding certain structures are complied with or not, if their removal is necessary for the thorough cleansing and disinfection of the premises they are removed, and many of the cocklofts removed were so rotten and filthy as in themselves to cause a serious danger to health, whilst others obstructed windows and ventilating openings.

The statement relative to a visit to certain premises in company with Mr. Edie and Mr. McCallum is in the opinion of the Board calculated to give an incorrect impression.

These premises were situated in Wing Slog Street and though Mr. McCallum was at first of opinion that some cocklofts which had not been removed were illegal, after studying the provisions of the Ordinances he found that they were legal and duly informed Mr. Danby of the fact on Monday, 10th inst., viz. four days before the date of Mr. Danby's communication to the press.

The fact that these cocklofts were still in existence testifies to the discrimination of what Mr. Danby refers to as "the whitewashing brigade with its irresponsible contingent of soldiers and coolies."

The next statement refers to Mr. Danby having received "reliable information as to how the 'crusade' is worked (i.e. allowing illegal cocklofts to remain). Chapter and verse were given me; I reported this to headquarters."

This the Board understands refers to certain statements made to the President on Monday, the 10th inst.

In view of Mr. Danby's letter appearing in the papers the President wrote to him requesting his consent to the publication of the information (omitting names) he furnished him with, and having received the attached reply dated the 16th of May, from which it will be seen that Mr. Danby states "the information was given confidentially for what it was worth, with a view to you (the President) having it verified or otherwise."

Mr. Danby evidently on the 16th inst. considered the statements required verification before acceptance. In that opinion the President thoroughly concurred. The statement "as to how the crusade was worked" referred to a certain person not connected with the Board having offered to work the crusade on receipt of certain sums of money. Mr. Danby's inference being that the money received was participated in by the officers of the Board.

The President had inquiries made and ascertained that the alleged illegal cocklofts were legal and that their condition did not render their removal necessary.

As to whether or not the sums of money named were paid the President did not inquire, but from inquiries that have been made the Board is informed that the price of preparing plans for the alteration of cocklofts had reached the handsome sum of from \$25 to \$75 each, and that double large sums of money have been paid to work the "crusade," viz. the parties entrusted with the preparation of such plans.

The conduct of a certain policeman in reference to his action after receiving a note signed by the Secretary is too vague to admit of definite investigation, neither the number of persons nor that of the premises referred to being given.

In reference to the removal of the sub-tenement in front of No. 51, Bonham Strand and permission being given to retain the one at No. 55, the following is the explanation.

The former was in a very dirty and rotten condition and was removed as a nuisance; the latter is in fairly good condition and has been recently painted.

In the concluding paragraph of the letter Mr. Danby states that his reason for writing "that the regulations are not carried out consistently without fear or favour" whilst in his letter to the President of the 16th inst. he states that his "main object was to suggest that the goods and merchandise of these Chinese merchants and shopkeepers should be handled with a little more care and also that some reasonable allowance should be given to remove their own goods themselves should they wish to do so."

It appears to the Board that between the 14th and 16th inst. Mr. Danby obtained information which caused him to shift his ground and to even doubt the accuracy of the plain statement of facts which he alleged had come under his own personal knowledge, in his letter of the 14th inst.—I have, &c.

H. MCCALLUM,  
Secretary, Sanitary Board.  
To Hon. Colonial Secretary.

MORTALITY STATISTICS.  
For the week ended 9th May the death rate was 27.9 per 1,000 per annum against 17.5 for the corresponding period of last year. For the week ended 16th May the death rate was 28.7 against 15.4 for the corresponding period of last year.

ADJOURNMENT.  
The Board adjourned for a fortnight.

ENLIGHTENING THE MANDARINS.

The Rev. Gilbert Reid continues with equal earnestness and self-denial, as his fourth report just issued shows, his efforts for the instruction and conversion of the higher classes in China, with a success that is not actually brilliant, but by no means without hopeful indications. The report is for the six winter months from the 15th of October to the 15th of April, and is very neatly printed by the American Board Mission Press at Peking. "While some," he says, "who enthusiastically received us in their time of trouble have again become reserved, and others out of timidity have refused any acquaintance whatever, yet week by week our circle of official acquaintances has extended, and our list of the men of rank whom we have met now numbers one hundred and fifty, while the whole number of those with whom we have opened communication by personal calls, by letters or documents, reaches up to nearly three hundred and fifty. This is a fairly influential parish for one who is an alien, to watch over, interest, instruct, amuse, and sometimes soothe and console. The names of all we must remember; also the positions they hold and have held in the past; their places of residence; the general drift of their plans and sentiments; who are their special friends and of whom they are jealous; when they are likely to be at home, and what their excesses when actually at home; who can be best approached by calling upon in person, and who by first sending a letter; what documents or books to present to each; and what is the best topic or form of expression at each interview, or in such letters and documents. These form the page on which are hung the

plans of every day, or these are the plans which prick up to a larger effort and a wiser circumspection." In the course of this propaganda, in the execution of which Mr. Reid has evidently followed the Pankaj example of being all things to all men, Mr. Reid has made, he tells us, in the six months 126 calls, not reckoning the places where he called and was not seen, has received 146 calls, has written 273 letters in Chinese, and distributed 1,222 documents and books. "It seems almost to be true," he says, "that the higher classes of China are the most destitute; while in addition the opportunities for usefulness, in one form or another, are increasing so fast, that we long for capable associates, and are determined more and more to organize the work that it will not be evanescent, but firm, evergrowing, and enduring."

Mr. Reid's ingenious, untiring, and sometimes successful efforts to get the ear of the high mandarins, princes, and nobles of the capital are very interesting reading. The account of his conversation with H. E. Li Hung-chang gives a very graphic sketch of that astute and entirely unscrupulous politician. The next time we called upon him he was at once cheerful as thus:—"You are all Chinese speaking converts. 'No, no,' was our reply, 'we clearly stated that many officials are good. We distinguished between the system and the men. 'You didn't state it. You make all officials to be bad.' 'Well, perhaps I have failed in expressing my idea and have been too severe. The next time I will consult your Excellency before I put my views in print.'" This was Pauline, no doubt, but perhaps the Grand Secretary would not have respected Mr. Reid less if he had stood to his guns even before such a monument of corruption as Li himself is; and Mr. Reid owns that a large number of mandarins have acknowledged that he has spoken none too strongly. As we should expect, "the high officials, who have secured their position only by conforming to the bad system, are disinclined to say anything at all; but younger men and inferior officials, knowing the way through which they must go to attain to power, would be glad, of course, to only too glad to rise without having to buy the steps."

"I lament the rottenness of the system, and praise every effort to establish a better system and secure better men."

Mr. Reid has not been able to do much in teaching English, but he has made a small beginning of medical work. He is obliged to give and go to dinner parties, because a "Chinese man's stomach is nearer to his heart than a foreigner's," but of late he has stopped this procedure unless the persons invited are likely to be of service. He practices medicine as a really rigid economy, his food bill for six months having been only about \$21, paid. He records his obligations to the Society for the Diffusion of Christian and General Knowledge among the Chinese, to the Peking University, to the other missions in Peking, and to the Rev. Timothy Richard, of whose efforts he speaks in the most admiring terms. "He rushed ahead in his tremendous enthusiasm, leaving our slow plodding far in the rear. We looked at him through our little telescope, as a constellation rather than a shining meteor. Or, to use another figure, we came before a ponderous door of vast magnitude, which all the inmates sleep. We pounded on the door until it opened a little crack, when past rushed the rushing flood of a mighty wave. He summoned the inmates to their knees, and ordered the lights lit and the feast spread. We sat without on the curbstone listening to the mighty commotion, and now and then catching a glimpse of the glory within." As to the Reform movement in Peking, Mr. Reid does not speak very hopefully. The recent degradation of three high officials with more enlightened views than their colleagues has been a serious check, and the Emperor and Empress Dowager, the latter especially, seem not yet convinced that reform is necessary. Meanwhile Mr. Reid wants help in men and money, and the accounts which he publishes, which show a total expenditure for six months, including his own salary, of \$346 gold, are a guarantee that no contribution sent him will be wasted. Among the receipts, it should be noted, are \$44 gold earned by Mr. Reid by writing for newspapers, and some \$45 returned by himself to the fund. We hear that which he continued success in the task that he has chosen to himself, and that he works at so faithfully and persistently.—N. C. Daily News.

HOW THE HUMAN RACE GROWS.

In a brief article in the *North American Review*, entitled "Is the human race deteriorating?" Mr. Mulhall—perhaps the greatest living expert in statistics—discharges a fusillade of figures against a number of popular delusions, and leaves his readers with the impression that the remains of slaughtered fabled races, in the notion, for example, more obsolete and wide spread than the belief that under the evil conditions of modern civilization, the rate of increase in all the great nations of the world is sinking? The general state of modern life, the congested state of all the great cities, the reluctance of young men to undertake the burdens of family life, and even the spread of certain vices, are supposed to act as malignant influences beneath which the rate of increase of population is retarded, and threatens to eventuate in disaster. France is supposed to offer the shocking example of a nation in which the forces which make for increase have exhausted themselves; and all the great nations of the world, in varying degrees, are it is imagined, following the example of France. This is one of the illusions which Mr. Mulhall shatters to fragments with a blast of statistics. It is true that the birth-rate of the seven principal European nations shows a steady decrease since 1870, but which only one half the story, and half facts are sometimes so misleading as fully grown lies. The death-rate—thanks to the growth of medical skill, the spread of sanitary common sense, and the general increase of the means of subsistence everywhere—sinks even more rapidly than does the birth-rate; so that the natural increase during the last ten years—the surplus, that is, of births over deaths—is greater than at any previous period of which we have exact statistics. Mr. Mulhall takes the case of France, for example, and shows that their natural increase proceeds now at 16 per cent. greater speed than in the twenty years before 1880.

Statistical science abounds in paradoxes. It is a law, for example, unknown in its causes, but quite certain, that as the ratio of marriage to population sinks the number of children to each marriage rate in all European countries has fallen heavily, a fact which may be explained by many circumstances; want of social courage—the desire which drives us to undertake the burdens of a family on a limited or uncertain income—is, perhaps, the strongest. But though marriages in civilized lands are fewer, proportionately, than they were 20 years ago, they are more prolific; and this is the case in every European country except Belgium. In France itself the average of legitimate births to every 1,000 marriages is 246 since 1880, against 225 for the 20 years preceding 1880. This spectacle of a steadily expanding volume of human beings, despite the fact that the birth-rate is sinking, is all the more striking, because the globe would still be threatened by the older policies, even as it is, because the old policy of conquest, which has been the means of which science armed man—growing still faster. When Mulhall issued his warning that population was

increasing at a faster rate than food—so creating a struggle for the necessities of life—he made an announcement of great service to the student of natural history, but the exaggerated case so far as it concerned mankind. Hazley has pointed out that under civilization there has never been any struggle for existence among mankind—the struggle is only for possession of the comforts of life. At the time Mulhall wrote the toll of a farm labourer was sufficient to raise food for only ten persons; today in the United States, one male adult can raise food for 120 persons. Even expanding multitudes of human beings are crowding upon the planet, but there is continually more for them to eat and drink and wear.

The statistical caprices yielded by the ebb and flow of population in the United States are sufficient to reduce a philosopher to despair. The annual increase of American-born population, for example, shrinks with alarming speed; meanwhile there are more children to every 1,000 inhabitants in the States than in any other part of the world and this, Mr. Mulhall says with a sigh, is one of those statistical oddities which "defy explanation." The only explanation Mr. Mulhall can offer is the theory that people die at a much earlier age in the United States than in Europe. There are only 107 persons out of every 1,000 in the United States over 60 years of age, as against 105 in Ireland. The typical Yankee lives at greater speed, and dies sooner, than the average Englishman or Irishman. Another illusion which Mr. Mulhall triumphantly slays with his statistics is the belief that the negro population of the United States is gaining on the white population. The negroes give birth more children than the whites, but fall to keep them alive after they have produced them. It seems that 1,000 white women will give birth yearly to 120 children; while 1,000 coloured women of the same age will give birth to 164 children. But the dark-skinned babies die so fast and on such slight occasion that the coloured population of the United States, which was 16 per cent. of the total in 1850, is now less than 12 per cent.

There is general poetry in statistics when they are suffused with the light of prophetic imagination; Mr. Mulhall does a few sums in what may be called prophetic arithmetic with a result of very startling character. In 1900—only 14 years hence—the United States will have a population of 50,000,000, a mighty aggregate, which considering the qualities of energy and blood, may well be the most powerful State in the world. But the Union can easily support a population of 210,000,000, and must swiftly expand to those Brobdagian dimensions! Canada, Brazil, Spanish America, and Australia, are each of them larger than the United States; and each might find room and food for a nation 200,000,000 strong when man is reduced to the condition of a brute that are at present beyond control. History, it is plain, is entering upon a cycle in which nations will exist on a scale so vast that the powers of to-day will have to them the relation that pigmies have to giants. Can anyone realize what Australia would be with a population of 200,000,000? What cities would throng its shores! What fleets would navigate its seas! The perspective of human history, as seen through the telescope of Mr. Mulhall's arithmetic, is sufficient to alarm the commonplace imagination.—The Australasian.

GERMAN INTERESTS IN AFRICA.

German trade with Africa has been increasing by leaps and bounds during the last few years, especially with the western and southern portions of that Continent, and German shippers, merchants, and manufacturers are reaping golden results from their strenuous endeavours to develop to the utmost their relations with the Dark Continent. According to statistics compiled and published by the Imperial Government, which only notice the direct trade in articles of merchandise between Germany and the African ports, the German import and export trade to and from Africa in the year 1889 was valued at 60,000,000 marks, in 1890 the value increased to 73,000,000, in 1891 to 81,000,000, in 1892 to 93,000,000, in 1893 to 105,000,000, and in 1894 to 110,000,000 marks. For instance, the exchange of goods with Egypt in the year 1889 was only to the value of 5,000,000 marks, but in 1894 the value had swollen to 20,000,000, in the same period the value of the trade with West Africa coast went up from 28,000 to 60,000,000, and that with East Africa increased from 1,000,000 to 11,000,000. The figures concerning German trade with South Africa are, however, of especial interest. Two we see that in the seven years 1889 to 1895, raw sheep's wool to the value of no less than 110,000,000 marks was imported into Germany from the Cape, the quantity in 1895 alone reaching the value of 20,000,000. The export of German manufactured articles to the Cape in the same period was to the value of 62,500,000, and to the Transvaal goods to the value of 21,000,000. How this branch of trade has been developed may be judged from the fact that in the year 1892 the export of Cape and the Transvaal combined amounted to only 8,500,000 marks, while in 1895 the value of German manufactures exported there totalled up to 22,000,000. In this export trade various branches of industry participate, but principally the iron, machinery, textile, and chemical trades; important quantities of sugar, beer, clothing, musical instruments, and leather goods, and other articles of commerce, and leather goods, are, however, also exported to Africa. The growing interest taken by Germany in the Transvaal Republic is easily explained by the official figures relating to the trade doing between those two countries. While, for instance, the merchandise exported from the German Customs territory to the Transvaal Republic in the years 1891 and 1892 only reached the value of about 2,500,000, in the year 1893 it was valued at 3,500,000, in 1894 at 6,000,000, and in 1895 to nearly 7,000,000. In the present conditions of our own relations with the Transvaal, it is perhaps worth while to examine a little more closely into this German export trade to that country. Of mills and iron sleepers, Germany sent thither in 1891, 20,000 double-centers, and in 1895, 77,500 double-centers; of locomotives the weight sent in 1891 was 4,300 double-centers, while in 1895 the figure was 11,000 double-centers. Twelve railway carriages were exported to the Transvaal in 1891, but in 1895 the number increased to 67. The export of machinery and ironmongery have also been going on about the same extent. All this has been going on under the very noses of British merchants and manufacturers, who, if they do not wake up to this serious state of things, will probably find their trade in the same direction still further handicapped and curtailed. As regards the East Coast of Africa, German trade relations are of a rather later date, and precise details respecting it are not so readily available. These relations, however, are becoming more and more important, and the German East-African line of steamers, published by the Government, is doing much to develop German trade with that part of the Continent. The way in which this Company's business is increasing, indeed, has given the directors sufficient confidence to order the building (last year) of two large twin-screw boats to be put into the line. These boats are next when an additional line will be given to German ships in that direction.—Public Opinion.

## GLOBE STATISTICS.

A new computation of the population of the globe has recently been made by the French statistician and savant, P. d'Ambrville. He figured out a total of about 1,480,000,000, distributed as follows:—Asia, with 826,054,000; Europe, with 357,379,000; Africa, with 165,933,000; America, 121,713,000; Oceania and the Polar regions, with 7,500,400; Australia, with 3,235,000; or a grand total of 1,479,729,000 souls.

In connection with these data the English statistician, Schoelling, makes some interesting comments. He states that of every 1,000 inhabitants of the globe 538 live in Asia, 242 in Europe, 111 in Africa, 82 in America, 5 in Oceania and the Polar regions, and only 2 in Australia. It then appears that Asia contains more than one half of the total population of the earth, and Europe nearly one fourth, Africa contains only one sixth, and America only one twelfth. In Australia the entire population is less than the number of inhabitants in the city of London alone or in the cities of Paris and St. Petersburg combined.

In Europe the number of inhabitants to the square mile is 95; in Asia it is 48; in Africa it is 15; in America it is 8; in Oceania and the Polar regions it is 3; in Australia only 1. Accordingly Europe contains for each of its inhabitants 2.8 hectares of land; Asia, 5.2 hectares; Africa, 17.6 hectares; Oceania and the Polar regions, 84.0 hectares; America, 31.2 hectares; Australia, 235.6 hectares. [A hectare is equal to 2.47 acres.] The yearly increase of population on the globe is about five to every thousand. At this rate the population of the earth would be doubled every 139 years.

Of every 1,000 Europeans 261 are subject of Russia; 139 of Germany; 116 are Austro-Hungarians, 107 French, 106 English, 84 Italians; 48 Spanish, 17 Belgians, and 122 of the minor countries.

In reference to the density of population Belgium takes the lead with 546 to a square mile, followed by England with 312, Italy with 263, Germany with 237; France with 184, Austria-Hungary with 172, Spain with 57, Russia with 49. The average of all Europe is 165.

In Asia the 826 millions are distributed in the following manner:—China takes the lead 350 millions, British India with 238 millions; Japan with 40; East Indian Islands with 391; French possessions in India with 19; Korea with 101; English Burma with 74; Persia with 74; Asiatic Russia and Turkistan with 71; Siberia with 48; Afghanistan with 4; Ceylon with 3; Arabia with 21; all other parts of Asia with 438 millions.

Of every 1,000 Asiatics 423 are Chinese, 337 are Hindus (subjects of England), 26 are Japanese, 48 are Indian Islanders, including 23 in the French possessions; 13 are Koreans, 9 are Siamese, 9 are Burmese, 9 are Persians, 9 are Russians, 9 are Siberians, 9 are Afghans, 4 are Singhalese, 3 are Arabs, and 52 belong to smaller nationalities.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## SUMMARY JURISDICTION.

(Before His Honour Mr. Sircombe Smith, Acting Puisne Judge.)

May 22nd.

## FICTURES.

The following cases were fixed for the respective dates:—

719—Bahadar Singh v. Banjara B. Sheriff 50.00

691—Tang Chai Ting v. Sol To & Son. 400.00

Wednesday, May 27th.

741—Wong King Tong v. Wong Chi Tong & Son. 364.41

Judgment was given for the plaintiffs in the following cases:—

322—Lee Singh v. Daniel D. Jones. 15.00

312—Luk Man Tuen v. George J. Philippo. 95.00

743—P. R. da Costa v. B. H. Clavin. 57.00

760—M. V. Acaar v. B. H. Clavin. 926.72

## SHIPPING AND MAIL NEWS.

## MAILS DUE:

French (Océanie) to-morrow.

Indian and Straits (Suez) 24th inst.

Tacoma (Straits) 25th inst.

American (City of Peking) 26th inst.

Canadian (Empress of China) and prox.

American (Doric) 9th prox.

Tacoma (Tacoma) 13th prox.

THE D. D. R. steamship *Gorda*, from Hamburg, left Singapore for this port this morning, and may be expected here on or about the 28th inst.

THE Norddeutscher Lloyd steamship *Karlruhe* left Shanghai for this port at 9 a.m. to-day, and is due here on or about Sunday evening, the 24th inst.

THE P. & O. S. N. Co.'s steamship *Managon* and *Adm* have left Singapore. The former left at 6 p.m. yesterday and the latter at 6 a.m. to-day, for Hongkong.

THE P. M. S. S. Co.'s steamship *City of Peking*, with mails, etc., from San Francisco to the 5th inst., has arrived at Yokohama, and will leave for this port via Nagasaki, to-morrow morning.

THE O. & S. S. Co.'s steamship *Belge*, with mails, etc., left Hongkong on April 25th for San Francisco, via Nagasaki, Kobe, Island Sea and Yokohama, arrived at her destination on the 20th inst.

## SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

*Phoebe* from Hongkong, from Cheloe.

*Knight of St. John* " " " "

*Halifax* " " " "

*Peking* " " " "

Aggregating 9,603 tons register.

DEPARTURES.

*Woolan* to Hongkong, for Saigon.

*Delima* " " " "

*C. Hoch Kian* " " " "

*Triumph* " " " "

*Slam* " " " "

*Verona* " " " "

*Choyang* " " " "

Aggregating 15,032 tons register.

HONGKONG AND WHARF DOCK RETURNS.

*Manila* " " " "

*Dragon* " " " "

*Jagaban* " " " "

*Talkow* " " " "

*Hissang* " " " "

*Kiangang* "



## Notice of Firms.

## NOTICE.

WALTER W. BREWER Bookseller, Stationer, &c., will in future trade under the Style of W. BREWER & CO., and

ALFRED N. HUXE, from May 1st, 1896, and until further notice, is Responsible for the Firm at HONGKONG and will Sign

W. BREWER & CO.  
Hongkong, 20th May, 1896. [843]

## SPECIAL NOTICE.

WE the Undersigned beg to notify the Public that we have this DAY PURCHASED from Messrs. WING CHEONG & Co. the STOCK-IN-TRADE, FIXTURES and GOODWILL of their BUSINESS as MERCHANTS and SHIPCHANDLERS, and the Business will be conducted from this 18th day of February, 1896, as heretofore.

FOOK CHEONG & Co.,  
No. 44, Praya Central,  
AH YON,  
Managing Partner.  
Hongkong, 18th February, 1896. [399]

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

J. S. VAN BUREN,  
Agent.  
Hongkong, 20th May, 1896. [2]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ROSETTA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. *Parramatta* and *California*.  
From Australia, ex S.S. *Valletta*.  
From Calcutta, ex S.S. *Rangal*.  
From Persian Gulf, ex S.S. *Purulla*.  
Optional goods will be landed here unless Instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 25th instant at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and notice of same given to the Undersigned on or before the 27th instant, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 18th May, 1896. [431]

## Shipping.

## STEAMERS.

FOR SHANGHAI.

THE Steamship

"FEIYANG,"  
Captain Th. Lehmann, will be despatched for the above Port TO-MORROW, the 23rd instant, at 4 P.M.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, 21st May, 1896. [849]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"  
Captain G. A. Taylor, will be despatched for the above Port TO-MORROW, the 23rd instant, at 5 P.M.  
This Steamship has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to  
SHEWAN & Co.,  
General Managers.  
Hongkong, 20th May, 1896. [847]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"  
Captain Rosch, will be despatched for the above Ports on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAIR & Co.,  
General Managers.  
Hongkong, 21st May, 1896. [850]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN.

THE Steamship

"NANCHANG,"  
Captain Flinckson, will be despatched on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st May, 1896. [851]

OCEAN STEAMSHIP COMPANY,  
FOR LONDON, VIA SUZUKI CANAL.

THE Company's Steamship

"ULYSSES,"  
Captain Grier, will be despatched as above on MONDAY, the 25th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th May, 1896. [852]

## Intimations.

## SUMMER REQUISITES.

CITRATE MAGNESIA SEIDLITZ POWDER.  
ENOS' FRUIT SALT.

RASPBERRY CITRATE. FRUIT SYRUPS. WATKINS' SALINE.  
LIME FRUIT JUICE. LIME FRUIT CORDIAL.  
FRUIT TABLETS.  
PERFUMERY. DISINFECTANTS.  
SPONGES. CHAMPAGNE BITTERS.  
PEACH BLOSSOM SOAP.

FROM

WATKINS & Co.'s APOTHECARIES' HALL.

THE CLUB HOTEL,  
5, BUND, YOKOHAMA.

HOTEL METROPOLE,  
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in a residence.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,  
YOKOHAMA.

L. DEWETTE, Manager,  
TOKYO. [850]

## EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

## Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

## SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

## JAVA POWDER



12 & 14, Boulevard des Capucines, PARIS.

EVERYWHERE. SQUEEZE & BLANCH. BLOSSOM & PINK.

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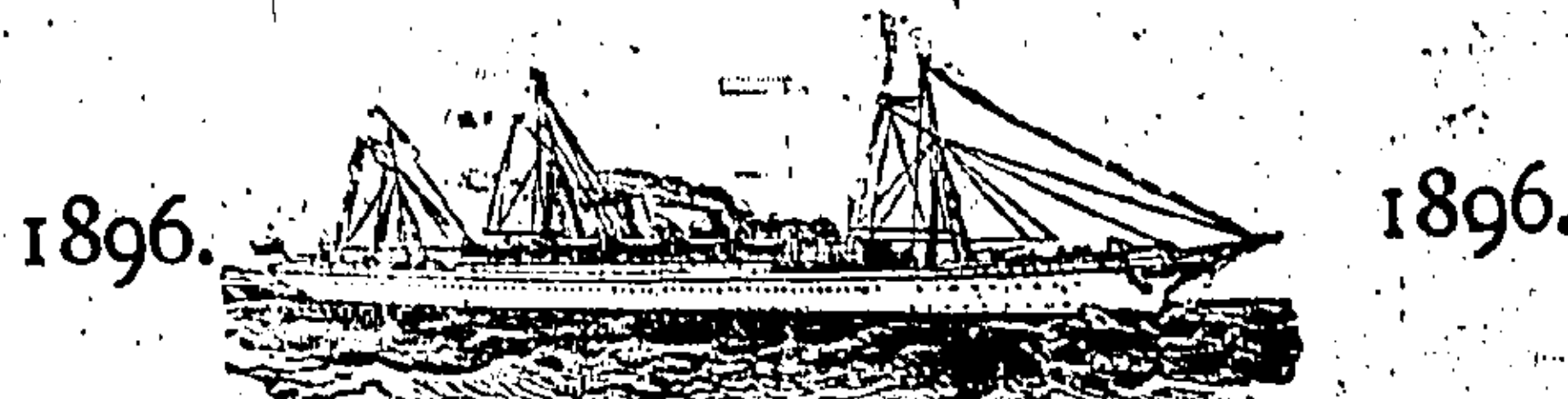
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## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th June.  
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 1st July.  
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 22nd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are marvellous.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Paddys Street. [3]

Hongkong, 20th May, 1896.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 20th May, at Noon.

Dork (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 16th June, at Noon.

Belle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 4th July, at Noon.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 30th May, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and value will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 19th May, 1896. [2]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMAN'S RAHTER'S GENUINE  
COMPOSITION RED HAND BRAND,  
HARTMAN'S GREY PAINT,  
DAMLER'S PATENT MOTOR LAUNCHES,  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 20th May, 1896. [40]

## Mails.

NORDEUTSCHER LLOYD.  
NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS:  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Karlruhe	Tuesday	26th May.
Prinz Heinrich	Tuesday	23rd June.
Prinzess	Tuesday	21st July.
Sachsen	Tuesday	18th August.
Bayern	Tuesday	15th Sept.
Prinz Heinrich	Tuesday	13th Oct.
Prinzess	Tuesday	10th Nov.

ON TUESDAY, the 26th day of May, 1896, at 4 A.M., the Company's Steamship "KARLSRUHE" Captain H. Walter, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 25th May, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 25th May. Contents of Packages are required.

No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 2nd May, 1896. [739]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"MIRZAPUR" Captain J. R. London, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on THURSDAY, the 4th June, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Panjab*, leaving that port on the 26th June for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed to old Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 21st May, 1896. [431]

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation, First-class Table, DOCTORS and STEWARDESSES carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$325.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Brammer	3.501	Friday	1st June
Tacoma	2.549	Tuesday	1st June
Victoria	2.549	Saturday	1st July
Olympia	2.568	Wednesday	1st July
Brammer	2.501	Sunday	1st Aug.
Tacoma	2.549	Thursday	1st Sept.

THE Steamship

"BRA